

TORONTO BROKERS SUSPEND

E. AMES & CO. FAILURE CAUSES SLUMP IN CANADIAN STOCKS.

Shares Suffer Most—Dominion Steel Company, Bought at 70 and Now Down to 12, the Firm's Biggest Burden.

Toronto, June 2.—The failure of E. Ames & Co., the largest firm of brokers and bankers in Canada, composed of A. E. Ames and his partners, with connections in New York, Boston and Cleveland, and doing a large international business, suspended trading today. Shortly after the opening of the Toronto Stock Exchange the following notice was posted on the door of the firm's office:

"On account of the continuous declines in the securities market we have found it necessary to suspend payment and would ask the indulgence of our friends for a few days, until we can prepare a statement of our affairs and consider what is best to be done under the circumstances."

The immediate cause of the failure was the inability of the firm to meet a call for margin loans through the New York clearing house yesterday. The firm was carrying an immense volume of Twin City, St. Paul, and Dominion Steel, Dominion Coal and other stocks that have been gradually shrinking in value for the last few weeks.

They had received all the assistance their bankers dared to extend, and as they saw that their inability to provide the margin called for in New York would lead to the liquidation of the firm, they decided to suspend payment. Announcement of the suspension caused a panic on the local stock exchange.

MONTREAL, June 2.—The worst slump in values that the Canadian stock markets have experienced for years occurred today. The slump was precipitated by the suspension of A. E. Ames & Co. of Toronto, one of the largest stock brokerage concerns in Canada, which was announced this morning.

This firm carried an immense amount of stock, principally Dominion Coal, Dominion Steel, Twin City, and Detroit United Railway. It had large holdings in Dominion Steel common, purchased around 70 and now selling at 12. Owing to the shrinkage in all these securities of late the firm was unable to stand the strain and was obliged to suspend operations today.

The announcement, coming on the head of a generally weak market, precipitated a decline. Great excitement reigned on the stock exchanges where large blocks of stock were thrown on the market. Thousands of shares of Toronto holders were sold in Montreal and sacrificed at what they would yield. Twin City, Dominion Steel, Dominion Coal, and Canadian Pacific were the chief sufferers, and the whole list was affected. Good investment buying at the low level tended to check the decline, and strong Montreal interests came to the support of the market.

Heavy liquidation on Twin City carried the price down from 100 to 89, from which point it recovered to 95. Dominion Steel broke from 80 to 70, recovering to 75. Dominion Coal broke from 75 to 65, recovering to 70. Local stocks were also affected, and the market closed at a low level. The following shows the decline from the high prices of the year:

	High.	To day.
Canadian Pacific.....	138 1/2	117 1/2
Montreal Steel.....	282	240
Twin City.....	122 1/2	89
Toronto Rails.....	118 1/2	97
Detroit United.....	90 1/2	71 1/2
Colorado Electric.....	38 1/2	23
Dominion Iron.....	62 1/2	41
Dominion Iron preferred.....	59 1/2	36
Dominion Coal.....	182	83
Dominion Iron bonds.....	89 1/2	65 1/2

The losses by today's slump will be enormous, but Toronto holders are the principal sufferers. It has generally been the trouble of the firm to carry too much stock, and many investors were well prepared for the break when it came. The Montreal market showed little sympathy, and none of the local firms is embarrassed.

The Ames failure was reflected in very sharp declines in the local stock market in the prices of certain securities in which the firm was understood to have been interested. The most serious was the decline in the price of the Twin City Rapid Transit Company stock, which closed on Monday at 100, opened at 100 yesterday morning, and closed at 89 today. The decline in the price of the Twin City Rapid Transit Company stock was a reflection of the general decline in the market.

The suspension of the Toronto firm was a blow to the stock market in the last two weeks, which had carried down stocks in which the firm was interested, including Canadian Pacific, Dominion Steel, and Dominion Coal. The suspension of the firm was a blow to the stock market in the last two weeks, which had carried down stocks in which the firm was interested, including Canadian Pacific, Dominion Steel, and Dominion Coal.

The firm is also understood to have been interested in the shares of the St. Lawrence, Brockton and Montreal, which suffered a very sharp decline on Monday, breaking in price from 47 1/2 to 42 1/2 and closing yesterday at 41 1/2. The decline in the price of the St. Lawrence, Brockton and Montreal stock was a reflection of the general decline in the market.

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GOSSIP OF WALL STREET.

Brokers representing various speculative interests, and several prominent room traders were seen at the opening to be working for an advance.

Wormer, Content and Wasserman went down bidding up prices with so much enthusiasm as to inspire the good faith of the demonstration into question. It seemed that they were bidding for more stock than they wanted. The forenoon rally was quickly dashed. Some thought the bear crowd was trying to make a profit for short stocks, while others were impressed with the buying, thinking it indicated a reversal of important trading attitudes. The latter view seemed at length to prevail in the board room, and professional traders began to improve accordingly. A fairly active market marked last night's expressions of market opinion.

In Tuesday's session last week there occurred a rally similar in many respects to that which took place yesterday.

The scarcity of stocks in the room when the shorts seek them was again remarked. It is clear that the floating supply has not increased materially since the liquidation that occurred on May 25. Subsequent operations for the decline appear to have brought out very few stocks. Traders thought the general behavior of the market yesterday in view of the liquidation of the Ames firm was encouraging. The weakness of stocks in which there has been a large Canadian interest, notably Canadian Pacific, the "Soos" and Twin City Rapid Transit, was again remarked. The supply of stocks in other quarters of the market, however, was a heavy buyer under the room, especially of Union Pacific, St. Paul, Canadian Pacific, Rock Island and Twin City. Wolf Brierley, a prominent member of Union Pacific, Baltimore and Ohio and St. Paul.

The afternoon buying in general was much better, apparently, than that seen during the early trading, especially in the last hour. Prices closed at about the highest, with the shorts bidding actively for stocks. The strong buying of the day was a surprise, thought to promise a higher opening this morning. The bear crowd intends, it is said, to put out stocks again for further advance today.

The short interest is believed to have decreased yesterday. There was only a moderate amount of short interest in the room, and even on yesterday's advance was considered good. A large short line is supposed to have been covered on rising quotations. Caspary, who bought about 8,000 shares on Monday, was a heavy buyer covered on Tuesday. Jacob Field and Frank Smith were large buyers at higher figures in the late trading. Clark, Dodge & Co. took stock in small quantities on the advance. Some room critics and traders, however, turned out largely to the action of St. Paul, believing it to be the pivotal stock in a speculative way and inferring that those who control the market movements were agreeable to an advance.

Rock Island common was supported on one hand by the news of the liquidation of Ames, Melville & Marshall and its liquidators were large buyers. The advance was largely at the expense of the short interest, which is thought still to be large. The price of the Rock Island common was supported by Western houses, one in particular, a large firm of common. These bonds, selling around 80, represent the old Rock Island stock, which they were said to be interested in. The opinion in arbitrage circles last night was that the late advance here.

Until very recently it was a matter of considerable interest to the Canadian market, accounts that the Canadian speculative contingent responded with alacrity to calls for margins. Throughout the severe decline that culminated last December its accounts were said to be among the weakest in the market. The impression resulted that the Canadian crowd generally was in a very strong position. The impression resulted that the Canadian crowd generally was in a very strong position. The impression resulted that the Canadian crowd generally was in a very strong position.

It is imagined that the local bear crowd in Canadian Pacific was informed of the Toronto situation and the fact that the Canadian speculative contingent was in a very strong position. The impression resulted that the Canadian crowd generally was in a very strong position. The impression resulted that the Canadian crowd generally was in a very strong position.

The buying of Twin City Rapid Transit, which of the several stocks affected by the Toronto failure suffered the most violent break, was very good. The local market for the stock was very active. The impression resulted that the Canadian crowd generally was in a very strong position. The impression resulted that the Canadian crowd generally was in a very strong position.

The recovery to 95 was due principally to buying for Western account. Chicago houses took stock freely around 95.

The Canadian interest in Twin City Rapid Transit is, or has been, very heavy, and there was a great deal of buying yesterday. Mr. Lowry has been operating on the Canadian exchanges on a large scale.

Amalgamated Copper reached a new low point for this movement at 35 1/2. The bear crowd is still talking 30 for it. The selling yesterday was said to be the weakness of both the metal and copper stocks in the London market. Content, slacker and Hongkong were prominent sellers. Harris, Gates & Co. and Green & Co. were buyers. It is said that a big short stock is being covered at a very handsome profit.

Chicago Stock Exchange Election. CHICAGO, June 2.—Without opposition Granger Farwell was today elected president of the Chicago Stock Exchange. The retiring president is Reuben H. Donnelly. John J. Mitchell was chosen treasurer. R. H. Donnelly was chosen secretary. The board of governors for three years, Charles C. Adair, chairman, and Frank R. Baker, E. W. Spencer, A. L. Dewar and A. O. Slaughter, Jr., members of that committee.

229,000 of Circulation Per Capita. WASHINGTON, June 2.—The amount of money of all kinds in circulation in the United States on June 1 was \$2,382,171,825, being an increase of \$7,821,105 during the month of May, and of \$1,413,758,850 compared with June 1, 1907. Bank deposits, exclusive of the United States Circuit Court yesterday, were \$1,000,000,000, the circulation per capita is, therefore, \$20.61, against \$24.51 a year ago. The point now reached is the highest in the history of the United States.

H. H. Rogers at Business Again. Henry H. Rogers of the Standard Oil Company, who was operated on for appendicitis several weeks ago, has now fully recovered and will be able to return to his office tomorrow, it is said.

NOT PENNSYLVANIA'S TUNNEL.

Mr. McAdoo Hopes to Get Passengers From All the Jersey Railroads.

President W. G. McAdoo of the Manhattan and Hudson Tunnel Company, which is to build from Cortlandt and Fulton streets to Exchange place, Jersey City, denied yesterday a published story that the tunnel was a project of the Pennsylvania Railroad. Mr. McAdoo said:

"The Pennsylvania has not one dollar's interest in the enterprise, nor is there any prospect that it will have. The story that the Pennsylvania will run its suburban trains through the tunnel is equally false. The tunnel, like that we are building at Morton street, is constructed solely for trolley cars. Its steel is not, as stated, one foot thick, it is an inch and one half, with heavy brackets, bracing and ribs."

In answer to a question regarding the consumption of a traffic arrangement with the Pennsylvania, Mr. McAdoo answered:

"I can't say now whether we have made such an agreement or not, but I will say that we have to handle the suburban traffic of all the roads, not alone the Pennsylvania. But this will have to be done by transfer to the trolley cars which will run through the tunnel."

Details of the plans for the New York terminal of the tunnel, which will be the rock front on the New York side, are practically completed. The Cortlandt street station of the tunnel will be directly over the Cortlandt street station of the Pennsylvania, and will be connected by elevators and stairways. The Cortlandt street station of the elevated road will be extended to Fulton street and elevators at each end of the platforms will transfer passengers to the tunnels.

A passageway under Dry street from Church to Broadway is planned. This will connect the Broadway subway with the Jersey and rapid transit tunnels.

But One Chicago Failure Is Responsible for Late Feature. Reports to R. G. Dun & Co. show that commercial failures during the month of May in the United States and Canada were exceptionally few in number, 913, compared with 1,080 last year, but the aggregate of delinquent indebtedness was \$12,314,205, against \$9,109,511 in May, 1907.

Apparently there is an increase of over one-third in total liabilities, and it might not be unduly exaggerated that the general business situation was unsound. As a matter of fact, however, the increase in liabilities was due to the increase in the number of failures, and not to the increase in the amount of liabilities. The increase in the number of failures was due to the increase in the number of failures, and not to the increase in the amount of liabilities.

The mortgage was executed on June 1 and was given to guarantee the payment of the mortgage. The mortgage was given to guarantee the payment of the mortgage. The mortgage was given to guarantee the payment of the mortgage.

The reorganization committee of the Asphalt Company of America and of the National Asphalt Company, of which Henry W. Biddle is chairman, has notified the holders of certificates of deposit of collateral gold certificates of the Asphalt Company of America that the plan of reorganization dated July 1, 1907, has been carried into effect. The securities or properties acquired by the committee for the benefit of the new company have been delivered to the General Asphalt Company, which succeeds the Asphalt Company of America and the National Asphalt Company. The General Asphalt Company has issued its preferred and common stock in payment for the properties. The holders of certificates of deposit may exchange them on and after June 1 for interim certificates representing preferred stock certificates.

The Cramp Shipbuilding Company has issued a detailed statement of its earnings for the year ended April 30, 1907, showing a net profit of \$1,183,866, compared with \$1,183,866 for the year ended April 30, 1906. The net profit for the year ended April 30, 1907, was \$1,183,866, compared with \$1,183,866 for the year ended April 30, 1906.

A mortgage of \$50,000 made by the Erie Railroad Company to the Standard Terminal Company of this city was recorded in the Essex county register's office at Newark, N. J., yesterday. The money is to be raised for the purpose of improving the lines of the railroad company. Fifty-year 4 per cent gold bonds will be issued to raise the money. The bonds will be sold at 100 and will mature in 1957.

Fire was discovered among a quantity of bales of cotton in the yard of the Bush Terminal Company at First avenue and Forty-third street, Brooklyn, at 2:30 o'clock yesterday afternoon. It is not known what caused the fire. Before the flames were extinguished 600 bales of cotton were destroyed. The cotton was owned by Hopkins, Dwight & Co., commission merchants in the Cotton Exchange Building, and was fully insured. The yard is filled with brick instead of planking, and this, no doubt, aided in preventing the flames from spreading.

Moore and the Northwestern. What figure the Moore interests will make at the annual meeting of the Chicago and Northwestern Railway Company in Chicago tomorrow is interesting. The story is that they have won the Northwestern. Nothing more is heard about control of the property by the Moors.

Reading's Directors Re-elected. PHILADELPHIA, June 2.—The annual meeting of the Reading Company, the holding company for the securities of the Philadelphia and Reading Railway Company and the Reading Coal & Iron Company, was held at noon today. The old directors were re-elected.

H. H. Rogers at Business Again. Henry H. Rogers of the Standard Oil Company, who was operated on for appendicitis several weeks ago, has now fully recovered and will be able to return to his office tomorrow, it is said.

THE UNITED STATES LEATHER COMPANY.

TO THE PREFERRED STOCKHOLDERS.

The undersigned, as a committee, prepared a plan for cooperation between holders of the Preferred Stock of the United States Leather Company. This plan has been approved by the holders of the Preferred Stock of the United States Leather Company. The plan is as follows:

The plan is as follows: The holders of the Preferred Stock of the United States Leather Company shall be entitled to elect a committee of three members, who shall have the right to call a meeting of the holders of the Preferred Stock of the United States Leather Company. The committee shall have the right to call a meeting of the holders of the Preferred Stock of the United States Leather Company.

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HUDSON RIVER BY DAYLIGHT.

Palatial Steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest.

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NEW YORK CENTRAL.

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, New York, as follows: Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M.

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RAILROADS.

NEW YORK CENTRAL.

Trains arrive and depart from Grand Central Station, New York, as follows: Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M.

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Albany, N. Y., at 8:00 A. M. Albany, N. Y., at 8:00 A. M. Albany, N.